

Ordinance No. 123854

Council Bill No. 117426

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2011-2012 Comprehensive Plan annual amendment process.

Related Legislation File:

CF 312191

Date Introduced and Referred: <u>3.19.12</u>	To: (committee): <u>Planning, Land Use</u>
Date Re-referred:	To: (committee): <u>+ Sustainability</u>
Date Re-referred:	To: (committee):
Date of Final Action: <u>4/2/12</u>	Date Presented to Mayor: <u>4/3/12</u>
Date Signed by Mayor: <u>4.10.12</u>	Date Returned to City Clerk: <u>4.11.12</u>
Published by Title Only <u>X</u>	Date Vetoed by Mayor:
Published in Full Text	
Date Veto Published:	Date Passed Over Veto:
Date Veto Sustained:	Date Returned Without Signature:

The City of Seattle – Legislative Department

Council Bill/Ordinance sponsored by: Richard Conlin

Committee Action:

Date	Recommendation	Vote
<u>3/28/12</u>	<u>Approve as amended</u>	<u>3-0 RC TB NO</u>
		<u>Abstain: TB</u>

This file is complete and ready for presentation to Full Council. RC 3/28/12

Full Council Action:

Date	Decision	Vote
<u>4/2/12</u>	<u>Passed</u>	<u>8-0 (excused: Rasmussen)</u>

Law Department

ORDINANCE 123854

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2011-2012 Comprehensive Plan annual amendment process.

WHEREAS, the City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in 1994; and

WHEREAS, the City of Seattle last amended the Comprehensive Plan through Ordinance 123575 on April 19, 2011; and

WHEREAS, the City Council adopted procedures in Resolution 31117 for amending the Comprehensive Plan consistent with the requirements for amendment prescribed by the Growth Management Act, RCW 36.70A; and

WHEREAS, the Growth Management Act, Chapter 36.70A RCW, requires that the City's Comprehensive Plan be subject to continuing review and evaluation; and

WHEREAS, in determining which amendments to consider the Council applied criteria set out in Resolution 30662 and incorporated in Resolution 31117; and

WHEREAS, various parties proposed amendments for consideration during the 2011-2012 annual amendment process; and

WHEREAS, the Council's Committee on the Built Environment held a public hearing on July 5, 2011, to take public testimony on the amendments proposed for consideration; and

WHEREAS, the Council's Committee on the Built Environment met on July 13 and July 27, 2011, to consider the proposed amendments; and

WHEREAS, on August 1, 2011, the City Council considered these proposed Comprehensive Plan amendments and adopted Council Resolution 31313 directing that City staff further review and analyze certain proposed amendments; and

WHEREAS, these proposed amendments have been reviewed and analyzed by the Department of Planning and Development and considered by the Council; and

WHEREAS, the City has provided for public participation in the development and review of these proposed amendments that comply with the Growth Management Act's requirement for early and continuous public participation in the development and amendment of the City's Comprehensive Plan; and



WHEREAS, the Council has reviewed and considered the Executive's report and recommendations, public testimony made at the public hearing, and other pertinent material regarding the proposed amendments; and

WHEREAS, the Council finds that the amendments to be adopted are consistent with the Growth Management Act, and will protect and promote the health, safety, and welfare of the general public; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Comprehensive Plan, as last amended by Ordinance 123575, is amended as follows:

A. Container Port Element: The Container Port Element as shown in Attachment A is hereby adopted.

B. Lake-to-Bay Loop Addition to the Urban Trails System Map: The urban trails system map in the Transportation Element is hereby amended to include the Lake-to-Bay loop as shown in Attachment B.

C. Updated Policies to be Consistent with the Urban Forest Management Plan: Amend the Environment Element to delete duplicate policies and make the existing policies more consistent with the Urban Forest Management Plan as shown below.

~~((E9.5 Strive to achieve no net loss of tree canopy coverage starting in 2008, and strive to increase tree canopy coverage by 1 percent per year up to a total of 40 percent, to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil, provide habitat, and mitigate the heat island effect of developed areas.~~

~~E10.1 Update the 2000 tree canopy inventory in the Urban Forest Management Plan every 10 years to measure progress toward the goal of increased canopy coverage.))~~

E23 ~~((Strive to a))~~ Achieve no net loss of tree canopy coverage ~~((starting in 2008))~~, and strive to increase tree canopy coverage ~~((by 1 percent per year up))~~ to ~~((a total of))~~ 40 percent, to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil, provide habitat, and mitigate the heat island effect of developed areas.

1 E24 Update the ((2000)) tree canopy inventory in the Urban Forest Management Plan at
2 least every 10 years to measure progress toward the goal of increased canopy coverage.

3 D. Policy for Long-term Homeless Encampments: A new policy in the Human
4 Development Element as shown below is hereby adopted.

5 HD 11.1 Guide the operation of safe and healthy transitional encampments to allow
6 temporary shelter for those who are homeless.

7 E. Roosevelt Residential Urban Village Future Land Use Map Amendment: Amend the
8 Future Land Use Map as shown in Attachment C to redesignate an area bounded by Interstate 5,
9 Ravenna Boulevard, NE 64th Street and the alley between 8th and 9th Avenues NE from single-
10 family to multi-family.

11 F. Modify the Potential Annexation Area: Figure 9 in the Urban Village Element is
12 hereby amended as shown in Attachment D to add an area known as the "Sliver by the River"
13 and delete the southern portion of the unincorporated area of North Highline that was annexed by
14 the City of Burien in 2010.

15 G. Modify Policy Regarding Damage from Heavy Vehicles: Amend policy T8 in the
16 Transportation Element to better address pavement damage from heavy vehicles as shown
17 below.

18 T8 Pursue strategies to reduce and help prevent road damage from heavy vehicles.
19 ~~((Establish a street system that can accommodate the weight of heavy vehicles and reduce the~~
20 ~~damage such vehicles cause.))~~

21 H. Modify Environmental Goal Seven to work toward reducing greenhouse gases
22 (GHG). Amend goal EG7 in the Environment Element to better address reductions in GHG
23 emissions as shown below.


24 ~~((To control the impact of climate change globally and locally, reduce emissions of carbon~~
25 ~~dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels~~
26

by 2024, and by 80 percent from 1990 levels by 2050.)) Strive to reach net zero greenhouse gas (GHG) emissions by 2050 by taking steps to reach the following preliminary, sector-based reductions:

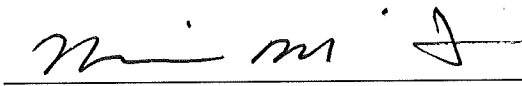
Sector	2020 Targets (% reduction compared to 2008)	2030 Targets (% reduction compared to 2008)
Transportation		
Passenger	<ul style="list-style-type: none"> - 14% reduction in vehicle miles traveled (VMT) - 35% reduction in GHG emissions per mile of Seattle vehicles 	<ul style="list-style-type: none"> - 20% reduction in VMT - 75% reduction in GHG emissions per mile of Seattle vehicles
Freight	<ul style="list-style-type: none"> - Maximum 7% increase in VMT - 25% reduction in GHG emissions per mile of Seattle vehicles 	<ul style="list-style-type: none"> - Maximum 15% increase in VMT - 50% reduction in GHG emissions per mile of Seattle vehicles
Buildings		
Residential	- 8% reduction in energy use	- 20% reduction in energy use
Commercial	- 5% reduction in energy use	- 10% reduction in energy use
Both	- 15% reduction in tonnes of carbon dioxide equivalent (CO2e) per billion BTU for residential and commercial buildings combined	- 25% reduction in tonnes of CO2e per billion BTU for residential and commercial buildings combined
Waste	<ul style="list-style-type: none"> - Increase diversion rate to 69% - 50% reduction in methane emissions commitment per ton of waste disposed 	<ul style="list-style-type: none"> - Increase diversion rate to over 70% - 50% reduction in methane emissions commitment per ton of waste disposed
TOTAL GHG EMISSION REDUCTION	<ul style="list-style-type: none"> - 30% reduction in emissions by 2020 - 87% reduction in emissions by 2050 	<ul style="list-style-type: none"> - 58% reduction in emissions by 2030 - 87% reduction in emissions by 2050

Section 2. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.


Passed by the City Council the 2nd day of April, 2012, and signed by me in open session in authentication of its passage this 2nd day of April, 2012.


President _____ of the City Council

Approved by me this 10th day of April, 2012.


Michael McGinn, Mayor

Filed by me this 11th day of April, 2012.


Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: Container Port Element

Attachment B: Proposed Lake-to-Bay Loop Addition to the Urban Trails System Map

Attachment C: Proposed FLUM Amendment to the Roosevelt Urban Village

Attachment D: Proposed Changes to Potential Annexation Area

Container Port Element

LAND USE POLICIES

CP/LU1 Help preserve cargo container activities by retaining industrial designations on land that supports marine and rail-related industries including industrial land adjacent to rail or water-dependent transportation facilities.

CP/LU2 Continue to monitor the land area needs, including for expansion, of cargo container-related activities and take action to prevent the loss of needed land that can serve these activities.

CP/LU3 Discourage non-industrial land uses, such as retail and residential, in industrially-zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo container terminals or their support facilities.

CP/LU4 Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that cargo container activities generate and to protect scarce industrial land supply for cargo container industries, such as marine and rail-related industries.

CP/LU5 Consider the value of transition areas at the edges of general industrial zones which allow a wider range of uses while not creating conflicts with preferred cargo container activities and uses. In this context, zoning provisions such as locational criteria and development standards are among the tools for defining such edge areas.

TRANSPORTATION POLICIES

CP/T1 Monitor, maintain and improve key freight corridors, networks and intermodal connections that provide access to cargo container facilities and the industrial areas around them to address bottlenecks and other access constraints. Provide safe, reliable, efficient and direct access between Port marine facilities and the state highway or interstate system, and between Port terminals and railroad intermodal facilities, recognizing that Port operations must address other transportation needs, such as pedestrian safety.

CP/T2 Make operational, design, access and capital investments to accommodate trucks and maintain successful railroad operations and preserve mobility of goods and services. Improvements may include, but are not limited to, improvement of pavement conditions, commute trip reduction strategies, including through transportation management associations, roadway re-channelization to minimize modal conflicts, use of intelligent transportation systems, construction of critical facility links, and grade separation of modes, especially at heavily used railroad crossings.



CP/T3 Maintain the City's classification of "Major Truck Streets." Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Street improvements that are consistent with freight mobility but also support other modes may be considered in these streets.

CP/T4 Identify emerging cargo container freight transportation issues and work with affected stakeholder groups, including the Seattle Freight Advisory Board. Provide regular opportunities for communication between the City, the freight community, other affected communities, and other agencies and stakeholders.

CP/T5 Continue joint City and Port efforts to implement relevant Port recommendations such as recommendations contained in the Container Terminal Access Study.

CP/T6 Given the importance of cargo container terminal operations to the state and regional economies, develop partnerships within the City, the Port, the region and the State to advocate for project prioritization and timely funding to improve and maintain freight infrastructure, and explore funding partnerships.

CP/T7 Maintain consistency between local, regional and State freight-related policies.

ECONOMIC DEVELOPMENT POLICIES

CP/ED1 Encourage the siting of new businesses that support the goals for cargo container activities in designated Manufacturing /Industrial Centers.

CP/ED2 Work cooperatively with other agencies to address the effects of major land use and transportation projects to avoid or mitigate construction and operational effects on the cargo container industry sector.

CP/ED3 Facilitate the creation of coalitions of industrial businesses, vocational training and other educational institutions and public agencies to help develop training programs to move trained workers into cargo container related jobs.

ENVIRONMENTAL POLICIES

CP/E1 Identify opportunities to achieve economic, community, and environmental benefits from the development and operations of cargo container related activities.

CP/E2 Form partnerships with non-profit, community-based, private and public stakeholders to establish environmental improvement goals, including carbon emission reductions, storm water management, redevelopment and clean-up of existing marine industrial properties, sustainable design, and fish and wildlife habitat improvements. Develop strategies to achieve these goals that include developing funding mechanisms and legislative support.



Tom Hauger/Patrice Carroll
LEG 2011 Comp Plan Amendments ATT A
October 31, 2011
Version #2

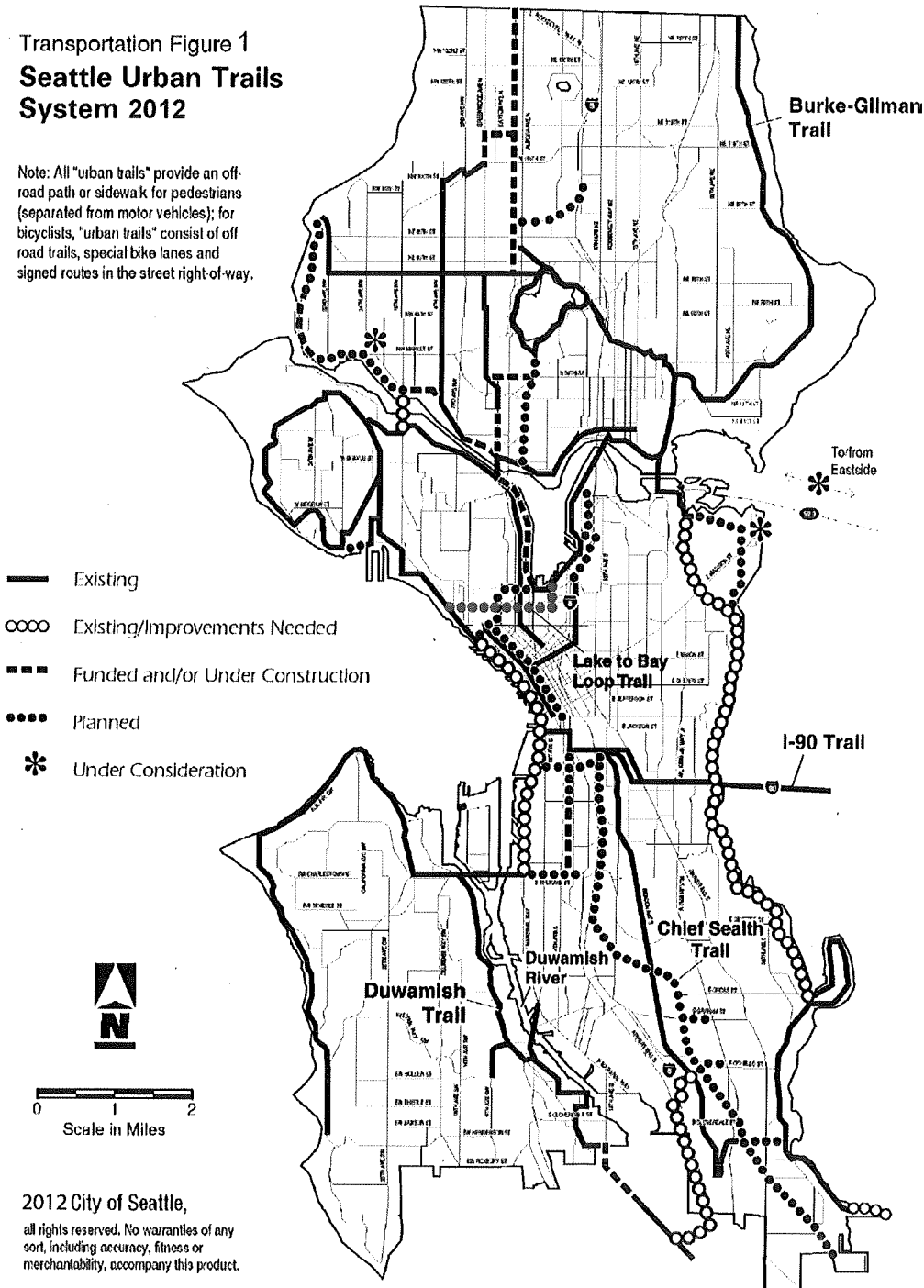
CP/E3 Work with non-profit, community-based, private and public stakeholders to formulate plans for public open space, shoreline access, and fish and wildlife habitat improvements that incorporate community needs and area-wide habitat priorities with the need to maintain sufficient existing marine industrial lands for present and anticipated cargo container needs.



Proposed Lake-to-Bay Loop Addition to the Urban Trails System Map

Transportation Figure 1 Seattle Urban Trails System 2012

Note: All "urban trails" provide an off-road path or sidewalk for pedestrians (separated from motor vehicles); for bicyclists, "urban trails" consist of off road trails, special bike lanes and signed routes in the street right-of-way.



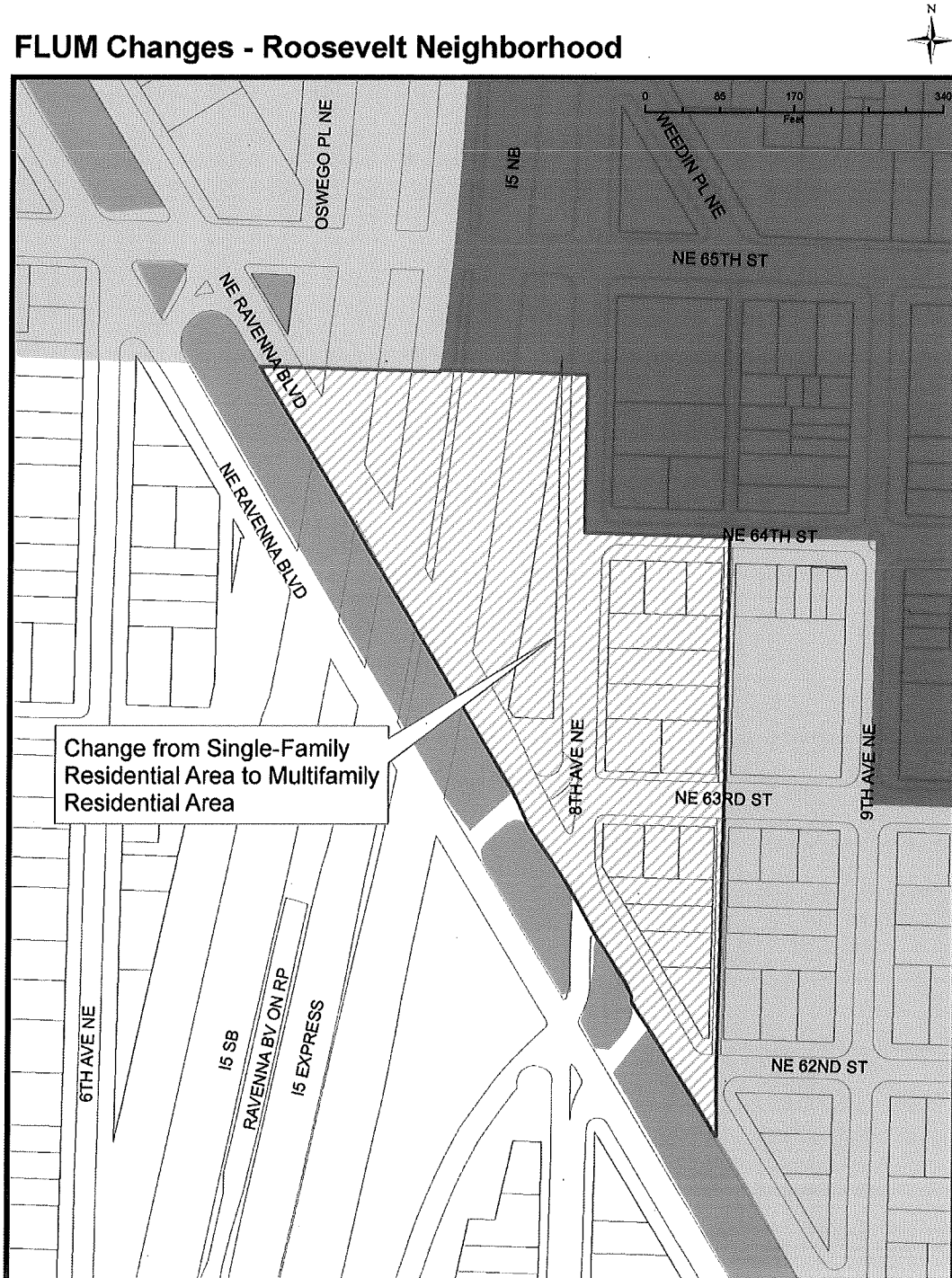
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 sort, including accuracy, fitness or
 merchantability, accompany this product.

Change to be incorporated into Transportation Figure 1- Seattle Urban Trails System

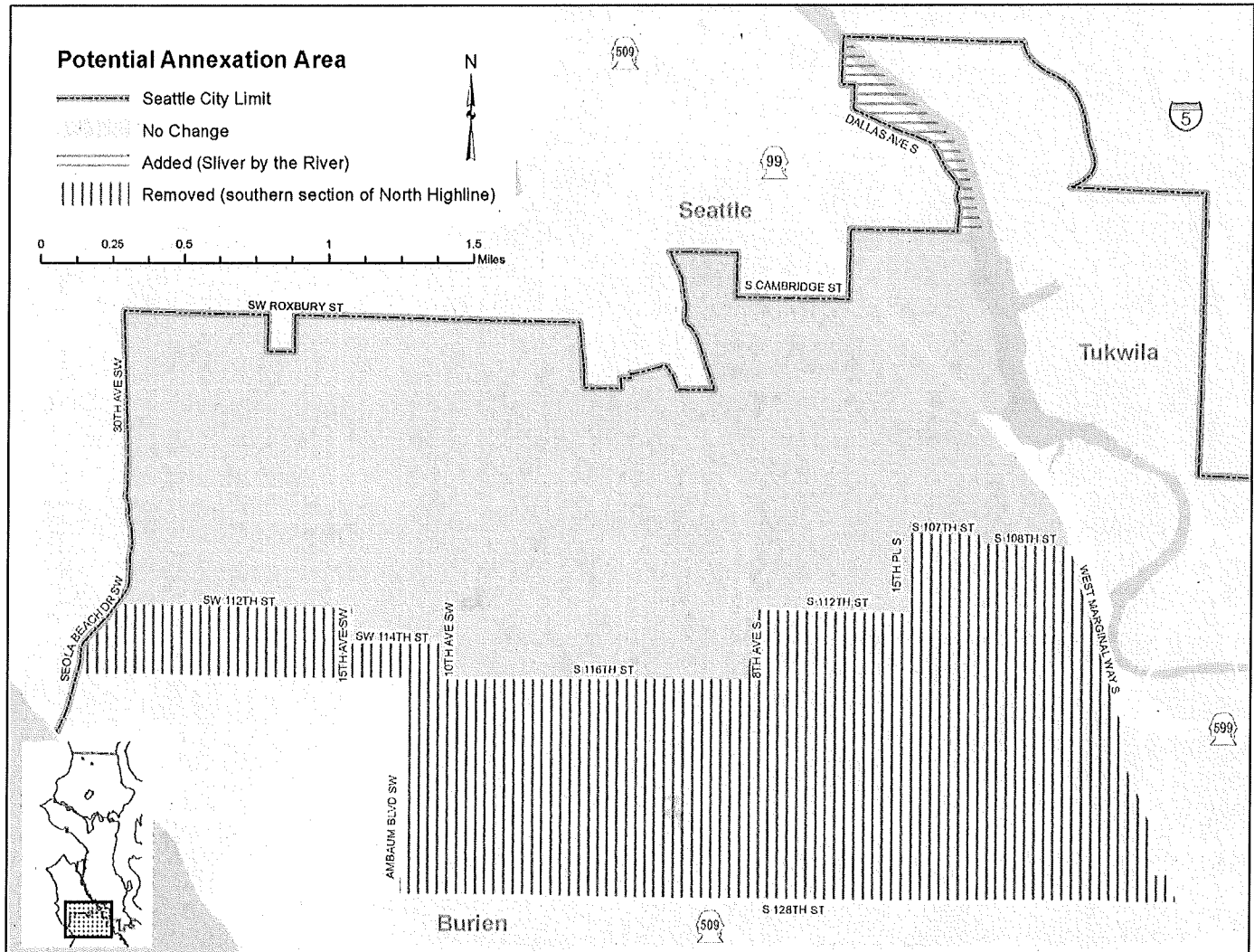


Proposed FLUM Amendment to the Roosevelt Urban Village

FLUM Changes - Roosevelt Neighborhood



Proposed Changes to Potential Annexation Area



Sliver by the River – Generally bounded by the Duwamish River, 12th Avenue S. and Dallas Avenue S.

To be incorporated into Urban Village Element Figure 9

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Planning and Development	Patrice Carroll 684-0946 / Ketil Freeman 684-8178	Joe Regis 615-0087

Legislation Title:

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2011-2012 Comprehensive Plan annual amendment process.

Summary of the Legislation:

The legislation would amend the City's Comprehensive Plan in the following ways:

- A. Adopt a new Container Port Element.
- B. Amend the urban trails system map in the Transportation Element to reflect the Lake-to-Bay loop.
- C. Amend the Environment Element to delete duplicate policies and ensure consistent policies with the Urban Forest Management Plan
- D. Add a new policy in the Human Development Element for transitional encampments.
- E. Amend the Roosevelt Urban Village Future Land Use Map to redesignate an area from single-family to multi-family.
- F. Amend the Potential Annexation Area to add an area known as the "Sliver by the River" and delete the southern portion of the unincorporated area of North Highline that was annexed by the City of Burien in 2010.
- G. Amend policy T8 in the Transportation Element to better address pavement damage from heavy vehicles.
- H. Amend Goal EG7 to establish preliminary, sector-based greenhouse gas emission reduction targets.

Background:

The City's Comprehensive Plan was first adopted in 1994, as a requirement of the state Growth Management Act (GMA), to guide City actions related to future development in the city. The GMA allows the City to amend the comprehensive Plan only once each year and consequently the City batches amendments for consideration. The Ordinance is the second step in a two-step legislative process. The first step is a Resolution identifying the amendments that would be



analyzed for the current year. This year, Resolution 31313 was adopted on August 1, 2011.

Please check one of the following:

 X **This legislation does not have any financial implications.**

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
The legislation does not have indirect financial implications. The long term implications of Amendment F are increased tax revenues if the City does proceed with an annexation. The annexed area would be served by existing public facilities.
- b) **What is the financial cost of not implementing the legislation?**
There is no cost to the City for not implementing this legislation.
- c) **Does this legislation affect any departments besides the originating department?**
Yes, SDOT requested amendment B., and SDOT staff are aware of our recommendation. OSE staff that support the Urban Forestry Commission helped prepare amendment C. SDOT is affected by amendment G. and SDOT staff helped prepare that amendment.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**
There are alternatives to the proposed legislation. For items A., D., and G. different language could achieve the same outcome. The proposed language has been vetted through affected departments and with elected officials, and alternative approaches would not affect the cost implications of the proposal.
- e) **Is a public hearing required for this legislation?**
Council will hold a public hearing in early 2012.
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
Changes to the Comprehensive Plan do require publication of notice. Notice of the proposed amendments as well as date and time of the public hearing will be published in the *Daily Journal of Commerce*, as well as in the *DPD Land Use Information Bulletin*.
- g) **Does this legislation affect a piece of property?**
Amendment E. Changes the Future Land Use Map designation for an area in the Roosevelt neighborhood from "single-family" to "multifamily." This map change does not constitute a change to the zoning of that area, but indicates that certain rezones in that area would be appropriate in the future. (Map is attached to the legislation.)
Amendment F. designates land that is currently outside the City limits as a potential annexation area. This designation is necessary under the King County Countywide



Planning Policies for the City to consider future annexation of this property, but it does not commit the City to such annexation. Also, part of this amendment would adjust an existing map in the Plan to reflect that the City of Burien has already annexed part of the North Highline area that had been part of Seattle's potential annexation area.

h) Other Issues: None.

List attachments to the fiscal note below: N/A

ORDINANCE _____

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WHEREAS, these proposed amendments have been reviewed and analyzed by the Department of Planning and Development and considered by the Council; and

WHEREAS, the City has provided for public participation in the development and review of these proposed amendments that comply with the Growth Management Act's requirement for early and continuous public participation in the development and amendment of the City's Comprehensive Plan; and

THIS VERSION IS NOT ADOPTED



WHEREAS, the Council has reviewed and considered the Executive's report and recommendations, public testimony made at the public hearing, and other pertinent material regarding the proposed amendments; and

WHEREAS, the Council finds that the amendments to be adopted are consistent with the Growth Management Act, and will protect and promote the health, safety, and welfare of the general public; NOW, THEREFORE,

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~~E10.1 Update the 2000 tree canopy inventory in the Urban Forest Management Plan every 10 years to measure progress toward the goal of increased canopy coverage.))~~

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D. Policy for Long-term Homeless Encampments: A new policy in the Human Development Element as shown below is hereby adopted.

HD 11.1 Support and guide the operation of safe and healthy transitional encampments to allow temporary shelter for those who are homeless.

E. Roosevelt Residential Urban Village Future Land Use Map Amendment: Amend the Future Land Use Map as shown in Attachment C to redesignate an area bounded by Interstate 5, Ravenna Boulevard, NE 64th Street and the alley between 8th and 9th Avenues NE from single-family to multi-family.

F. Modify the Potential Annexation Area: Figure 9 in the Urban Village Element is hereby amended as shown in Attachment D to add an area known as the "Sliver by the River" and delete the southern portion of the unincorporated area of North Highline that was annexed by the City of Burien in 2010.

G. Modify Policy Regarding Damage from Heavy Vehicles: Amend policy T8 in the Transportation Element to better address pavement damage from heavy vehicles as shown below.

T8 Pursue strategies to reduce and help prevent road damage from heavy vehicles.
~~((Establish a street system that can accommodate the weight of heavy vehicles and reduce the damage such vehicles cause.))~~

H. Modify Environmental Goal Seven to work toward reducing greenhouse gases (GHG). Amend goal EG7 in the Environment Element to better address reductions in GHG emissions as shown below.

~~((To control the impact of climate change globally and locally, reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels~~

THIS VERSION IS NOT ADOPTED

by 2024, and by 80 percent from 1990 levels by 2050.)) Strive to reach net zero greenhouse gas (GHG) emissions by 2050 by taking steps to reach the following preliminary, sector-based reductions:

Sector	2020 Targets (% reduction compared to 2008)	2030 Targets (% reduction compared to 2008)
Transportation		
Passenger	- 14% reduction in vehicle miles traveled (VMT) - 35% reduction in GHG emissions per mile of Seattle vehicles	- 20% reduction in VMT - 75% reduction in GHG emissions per mile of Seattle vehicles
Freight	- Maximum 7% increase in VMT - 25% reduction in GHG emissions per mile of Seattle vehicles	- Maximum 15% increase in VMT - 50% reduction in GHG emissions per mile of Seattle vehicles
Buildings		
Residential	- 8% reduction in energy use	- 20% reduction in energy use
Commercial	- 5% reduction in energy use	- 10% reduction in energy use
Both	- 15% reduction in tonnes of carbon dioxide equivalent (CO2e) per billion BTU for residential and commercial buildings combined	- 25% reduction in tonnes of CO2e per billion BTU for residential and commercial buildings combined
Waste	- Increase diversion rate to 69% - 50% reduction in methane emissions commitment per ton of waste disposed	- Increase diversion rate to over 70% - 50% reduction in methane emissions commitment per ton of waste disposed
TOTAL GHG EMISSION REDUCTION	- 30% reduction in emissions by 2020 - 87% reduction in emissions by 2050	- 58% reduction in emissions by 2030 - 87% reduction in emissions by 2050

THIS VERSION IS NOT ADOPTED

Section 2. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2012, and signed by me in open session in authentication of its passage this ____ day of _____, 2012.

President _____ of the City Council

Approved by me this ____ day of _____, 2012.

Michael McGinn, Mayor

Filed by me this ____ day of _____, 2012.

Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: Container Port Element

Attachment B: Proposed Lake-to-Bay Loop Addition to the Urban Trails System Map

Attachment C: Proposed FLUM Amendment to the Roosevelt Urban Village

Attachment D: Proposed Changes to Potential Annexation Area



STATE OF WASHINGTON – KING COUNTY

--SS.

283528
CITY OF SEATTLE, CLERKS OFFICE

No. 123852,853,854,855,856

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:TITLE ONLY ORDINANCE

was published on

04/26/12


The amount of the fee charged for the foregoing publication is the sum of \$ 69.75, which amount has been paid in full.



Affidavit of Publication


Subscribed and sworn to before me on

04/26/12


Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle Title Only Ordinance

The full text of the following legislation, passed by the City Council on April 2, 2012, and published below by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>.

Contact: Office of the City Clerk at (206) 684-8344.

ORDINANCE NO. 123852

AN ORDINANCE relating to land use and zoning, amending the Official Land Use Map at page pages 131 and 132 to rezone land in the North Beacon Hill Residential Urban Village and to expand the boundaries of the North Beacon Hill Station Area Overlay District.

ORDINANCE NO. 123853

AN ORDINANCE relating to land use and zoning, amending Chapter 23.32 of the Seattle Municipal Code at pages 159, 173, and 174 of the Official Land Use Map to rezone land in the Othello Residential Urban Village.

ORDINANCE NO. 123854

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2011-2012 Comprehensive Plan annual amendment process.

ORDINANCE NO. 123855

AN ORDINANCE relating to the City Light Department, accepting various easements granted to The City of Seattle for overhead and underground electrical rights in King County, Washington; placing said easements under the jurisdiction of the City Light Department; and ratifying and confirming certain prior acts.

ORDINANCE NO. 123856

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

Date of publication in the Seattle Daily Journal of Commerce, April 26, 2012.

4/26(283528)